


THE WHITE HOUSE

WASHINGTON


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MEMORANDUM FOR THE SECRETARY OF STATE
THE SECRETARY OF DEFENSE
THE SECRETARY OF TRANSPORTATION

FROM:

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for National Security Affairs

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SUBJECT: Implementation of GPS Second and Third Civil Signals

The Vice President's announcement in March that two new civil signals would be provided by the U.S. Global Positioning System (GPS) represented a major milestone in terms of realizing the full potential that GPS offers this nation and the world. The announcement indicated that the second civil signal would be located at 1227 MHz, where the current L2 military signal is broadcast, and tasked the Interagency GPS Executive Board (IGEB) with identifying a frequency for the third civil signal. The IGEB was also tasked with determining which of the new civil signals would be used for safety-of-life applications.

Through the IGEB, your Departments have done a tremendous amount of work since March to identify the issues and develop options for the new civil signals. The IGEB has determined that the L2 frequency is not a feasible candidate for safety-of-life applications due to the difficulty and high cost of obtaining the required international Aeronautical Radio Navigation Satellite (ARNS) spectrum allocation. The IGEB has also concluded that the best technical solution for a third safety-of-life signal would be to locate it at or near 1176 MHz, within an existing ARNS band. However, it has not been able to reconcile the potential cost and operational impacts this solution might have on existing military communications and surveillance systems.

On December 14, 1998, the Office of Management and Budget provided passback guidance to DoD and DoT reflecting the White House's decision on the second and third frequencies. To implement this guidance, your departments should begin working together immediately to implement a second signal at 1227 MHz for non-safety-of-life applications, and a third at (or near) 1176 MHz for safety-of-life applications such as civil aviation. Your departments should make every effort to find technical and procedural solutions to allow existing authorized DoD

systems to operate in the 1176MHz band and coexist with the third civil signal without causing harmful interference to civil aviation and other transportation safety users.

The IGEB should develop a plan for resolving the outstanding issues associated with accommodating existing authorized military command, control and communications, and surveillance systems in the ARNS band. Your Departments should work closely together to reduce or eliminate any cost or operational impacts on these military systems. In the event that modifications to these systems are required, we would expect these costs to be shared on a roughly equal basis between DoD and DoT.

The President understands the critical role that GPS plays in our national security, economic growth, and public safety, and is firmly committed to ensuring continued U.S. leadership in this important area. We appreciate your cooperation and dedication to achieving these important objectives.

cc:

The Secretary of Interior
The Secretary of Agriculture
The Secretary of Commerce
Chairman, Joint Chiefs of Staff
Administrator, National Aeronautics and Space Administration